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Docket No.: 209546-84419

APPENDIX A

Attachment: Online translation of DE3510336 obtained from
www.babelfish.altavista.com (accessed on March 30, 2007).

OAKLAND.1248136.1

DE3510336A1
German-to-English Translation

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DE3510336A1: Air Duct For Motor Vehicles

The invention concerns an air duct for motor vehicles, which consists of a profile part, which has two lateral flanges for attachment at the inside of an instrument panel and at that at least a flexible hose for the supply of air is attached.

Such an air duct is described in DE-HP 22?30?775. The before-well-known air duct is the instrument panel out-rigid, so that the instrument panel as well as the air duct, consisting of an easily flexible material, becomes a sufficiently firm construction unit to be able in order is built together into the motor vehicle. The air duct consists exactly like the instrument panel of a flexible material, so that the instrument panel in the case of an accident can support a passenger with as large a deformation way as possible.

If one became the profile part from very soft materials, for example foils, manufacture, which the instrument panel in no way aussteift, then could such a profile part particularly simply to the lower surface of the instrument panel be fastened, since it adapted due to its pliancy to the process of the instrument panel well. Difficulties such a profile part from easily flexible material however the connection of a hose became prepares, which connects the air duct with the heating.

The invention is the basis the task to train an air duct of the kind initially specified in such a manner that it adapts particularly well to the process of the instrument panel, nevertheless however easily with a heizungsanschluss or an other connection to connect is.

This task is solved according to invention by the fact that the profile part from an easily flexible exists, the instrument panel not reinforced material and the hose is angeformt to the profile part einstueckig.

According to invention that is combined by this measure to air-supply the hose with the profile part into a uniform construction unit. Thus the free end of this hose needs to be only connected with for example the heizungsanschluss, so that squeezing of the profile part together is impossible. By this simple integration of the hose the problems to attach at an easily flexible

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profile part of air connections gone around. Thus the profile part can be implemented so easily flexibly that it aussteift the instrument panel in no way. The instrument panel can procure therefore out of such a material and be so formed that it is optimally flexible for accident conditions. Beyond that owing to the invention parts are saved, which helps to reduce costs when the production, assembling and storekeeping. Since the air duct consists of a soft material, a large liberty in the styling of the air duct results and the space conditions can be better used. Thereby deviating forms can result from the described hat profile.

It is favorable, if the hose has a bellows range. The hose is then particularly easily flexible. It can lead straight-lined to the pipe union and is variable in axial direction, so that it can be pushed easily over the pipe unions and lengths of differences is balancable.

It is technically particularly favorable, if the hose at its free end attach-hurry for plug-on to a connecting piece has.

Shaping of the hoses for utilization of unfavorable space conditions, also complicated, are possible, if the hoses squirted produced by blowing on or pulling or einstueckig with the profile part. Small intersection with releasing from form are possible due to the soft material.

The invention is in the following more near described on the basis two remark examples with reference to the design.

The Fig. 21 shows an air duct, which consists of a profile part 1 hutfoermigen in the cross section, and two lateral flanges 2, 3, with those it has to the lower surface of an instrument panel 14 to be fastened, for example stuck can. At the profile part of 1 two hoses 4, 5, which have in each case a bellows range 6, 7, are directly angeformt, so that they are lengthen variable. At the free end of each hose is attach-hurries 8, 9, whatever likewise einstueckig with the hose 4, 5 and thus the profile part of 1 is trained.

Underneath the hoses 4, 5 a heater housing 10 represented with two pipe unions 11, 12 is in the design. Over these pipe unions 11, 12 can be pushed the plug-on hurry 8, 9 of the hoses 4, 5, so

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that the profile part in this way receives 1 connection with the heater housing 10 and thus the air supply.

In accordance with execution form the Fig. 2 it differs from described the before first by the fact that the hutfoermige profile is trough-like formed and to the center larger width has than at both sides. Within the middle range of the profile part 1 only one hose 16 leads to a heater housing not shown. At both sides of the profile part of 1 in each case a hose 18, 20 is angeformt, which connects the air duct with the side exhaust nozzles. Straight one within these ranges would be more complex and by the necessary pipe unions and the free space necessary for the plug-on more voluminoeser the subsequent attachment of hoses to the air duct.

The hutfoermige profile part can be according to the instrument panel outline including reinforcement in its form modified and adapted. In each case the air duct between the flexible profile part and the instrument panel body is formed. The profile part can partly form by a cover a closed profile, in order to separate and/or take the air duct off if required locally from the instrument panel to. It can be fastened totally or partly also on a further channel or such a thing.

Claims

1. Air duct for motor vehicles, which consists of a profile part, which has two lateral flanges or such a thing for attachment at for example the inside of an instrument panel and at that at least a flexible hose for the supply of air is attached, by the fact characterized that the profile part (1) consists of an easily flexible material and the hose (4, 5) is angeformt einstueckig to the profile part of (1).

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